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BIRDS EYE BEATS BAN ON ICELAND

ICELANDIC wet fish found its way back into Humberside fish factories early this week despite the nationwide ban on Icelandic trawler landings.

Birds Eye got around the ban by buying fresh cod landed from an unnamed Icelandic trawler at IJmuiden in Holland.

It then transferred the fish, believed to be 18,500 stones, by road to Humberside where it was split evenly between the firm's Hull and Grimsby factories.

Icelandic wet fish was last

available at either port almost one year ago.

The operation was not entirely a new venture for Birds Eye, however. The company has been buying more and more Continental fish to meet the demand of its frozen food factories as local catches fell away.

Free

This is believed to be the first time Birds Eye has bought heavily from an Icelandic vessel during the ban.

Icelandic trawlers can land

freely on the Continent and have totted up sales worth hundreds of thousands of pounds this year. Most of the fish has gone to Germany.

As Humberside's fish supply situation is worsening, this is unlikely to be the last deal of its kind. The 'big boys' in fish processing are now having to look further than ever for supplies.

Merchants on the White Fish Authority export mission to Spain in September were on the look-out for cod and small supplies were believed to have been secured.

The first major casualty of

this winter's fish famine at Grimsby is the night shift at the Findus factory in Orwoll Street being axed.

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A CASE FOR MORE LOCAL CONTROLS

THE need for efficient local sea fisheries committees seems unlikely to diminish and may well increase with the introduction of new EEC regime.

That was among the conclusions submitted to the House of Commons trade and industry sub-committee inquiring into the fishing industry last week.

LOAN FUND FIGHT

GUERNSEY fishermen are expected to fight back over a recommendation by the island's finance committee to reject a Sea Fisheries Committee plan to use its allocation of £24,000 for the fisheries loan fund.

The subject will be debated by the States parliament on November 30.

The finance committee believes market and economic factors have played a larger role in the expansion of the industry than has the loans fund.

It is asking the SFC to make available to the States the full text of a report from the Portsmouth Polytechnic following its survey of the industry.

Another BUT vessel, *Kington Pearl* (St. B. Turner), made £24,821 for 642 kits from a 26-day trip.

Boston Deep Sea Fisheries'

Positive

"Within whatever regime eventually results," said Mr. C. C. Lucas, the Chairman, in written evidence, "the Association believes that the Committees will have an important role to play incor-

porating the positive principles of locally-controlled inshore conservation and development, and of fishermen's participation in the formulation of regulations."

Licensing, which to be effective must imply limitation of effort, was certain to be applied one day down to individual vessel level and would almost certainly need local rather than central administration.

"EEC planning includes as yet unspecified proposals for the reservation of local fishing areas to local fleets which have traditionally fished those areas — proposals which have clear local administrative needs."

Lot for a little

SMALL catches earned high prices at Hull on Monday as bad weather and quotas hit the distant water fleet.

Two trawlers had a total of only 1,403 kits — and some of this fish had been caught in the North Sea.

BUT's *Falstaff* (St. A. Cubbinson) returned from a 24-day trip to the White Sea and Bear Islands to gross £29,108 for 761 kits. Her codstuffs averaged £39.88 per kit.

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Another BUT vessel, *Kington Pearl*

Merchant ships herring

TWO THOUSAND barrels of herring and herring fillets were unloaded at Gr. Yarmouth last week.

They were shipped in from Labrador via the Dutch-registered ship *Leo Polaris* by Yarmouth fish merchant, William J. Burton Ltd. Its managing director, Lenard Lake, said they were "purely in transit."

The fish will be re-shipped to Mediterranean markets, Italy and Africa. It is the third load of Canadian herring to enter the port this year, in addition to a dozen or so container loads.

His firm had been shipping in supplies for three years.

Inquiry result

THE recent death of Cyril Smith (54), a spareman aboard the Hull trawler *St. Jasper*, was due to natural causes — heart failure.

This was the outcome of a DoT inquiry at Hull last week conducted by Henry Wheatcroft.

Skipper Ernest Johnson said Mr. Smith was found collapsed in the crew's bathroom. Efforts to revive him were unsuccessful.

Sparehand Andrew Smith said Mr. Smith had complained of chest pains earlier in the day.

EEC STARTS 'RUSSIAN CONNECTION' PROBE

BRITISH boats supplying Russian factory ships off Cornwall have upset the EEC which has launched an investigation.

The Russians have been MP for West Dorset, was concerned that if Scottish boats and those from the north-east were taking fish in the south-west and feeding them to Russian trawlers, the mackerel there could face disaster as the North Sea herring had.

That drew a quick retort from Mrs. Winifred Ewing (Scott Nat, Moray and Nairn) who said she would treat Mr. Spicer's remarks with disdain because the major fleet — she presumably meant the Scots — was getting a rotten deal.

Mr. Spicer was blaming the Scots for a bit of poaching, while Mr. Gundelach was using their waters as a negotiating instrument.

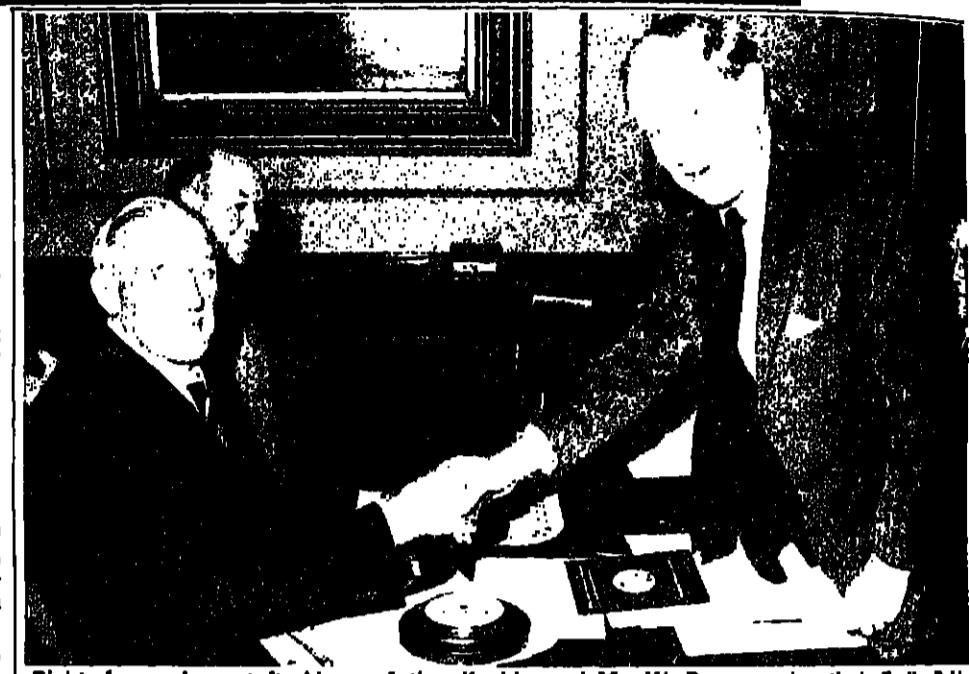
Mr. Gundelach said the Scots had been given considerable preference?

Jim Spicer, Conservative

SHETLAND CASHES IN

SHETLAND fisherman — although critical of Britain's membership of the EEC — have been quick in taking advantage of grants available from EEC funds.

According to the latest figures, Shetland has had over £1 m. Six grants, totalling £257,288, have gone to the island of Whalsay for boats and one, of £28,982, to the port of Scalloway.



Right: former Lowestoft skipper, Arthur Keable, and Mr. W. Ryan receive their Emile Robin Award from the Duke of Norfolk at the Fishmongers' Hall last week.

Skippers win awards for gallantry

MORE THAN 6,600 seamen and dependants have been assisted by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society during the 17 months up to the end of May, it was said at the society's AGM last week.

Relief work has included immediate assistance to over 220 survivors from 38 vessels shipwrecked off British coasts.

The report adds that relief work has remained steady with perhaps a slight overall decrease in the number of assisted widows and also in people in need after shipwrecks.

However, in Scotland, it is a slightly different story. "Numbers requiring assistance are on the increase," said the society's travelling secretary, Lieutenant Commander F. Finlayson, RN.

Margaret Christina, owned by Puford Enterprises, was near the platform Bravo on BP's West Sole field, when distress rockets and radio distress signals were received

David Williams, Commander-in-Chief of the Home Fleet.

Outlining the growing threat of foreign competition to Britain's fishing industry, the admiral commented:

"The basic aim of the navy is to ensure within UK fishing limits that all fishing vessel play to the rules".

He mentioned the five new Arran-class vessels, along with nine minesweepers and nine other protection vessel currently engaged in fisheries protection work.

Skipper Keable also rescued survivors from a helicopter which crashed into the North Sea last month. Mr. Keable is now retired.

The Duke of Norfolk, the society's new president, presented the Lowestoft men with their award, while a local presentation will be made to Skipper Hood and his son.

During the meeting at the Fishmongers' Hall, London, naval support for fisheries protection was reaffirmed by guest speaker Admiral Sir

age had set in. The report, however, adds that everything is being done to inform such people of the help available if and when they need it.

The society's Emile Robin Awards for gallantry at sea were given to Scottish fishermen, Peter Wilson Hood, and his son of the lobster boat *Sterling* for rescuing the crew of the fishing vessel *Vigilant*. Former skipper Arthur Keable and Mr. W. Ryan, both of the Lowestoft stand-by vessel *Margaret Christina*, received an award for their part in saving the crew of the tug *Nor-*

margaret Christina, owned by Puford Enterprises, was near the platform Bravo on BP's West Sole field, when distress rockets and radio distress signals were received

from the tug eight miles away.

Skipper Keable took his vessel in gale force winds, saw showers and rough seas to the tug, manoeuvred alongside and picked up her crew of nine. He then stood by until the tug sank a few hours later.

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IRISH YARD NOW BUILDS IN STEEL

THE MALAHIDE Shipyard north of Dublin will become the first yard in the Irish Republic to produce series-built steel fishing vessels with the completion this month of a prototype 40-footer for the Aran Islands.

The second is due in January for a County Cork skipper and two more are under construction, also for the west coast.

Standard equipment includes a Gardner 6LXB 127 hp engine driving a fixed-pitch propeller through a 2:9:1 reduction gear for a speed of about nine knots.

There is also a 6 hp Lister auxiliary, 1.25-ton North Sea hydraulic winch, Wagner hydraulic steering, Deco 110 radar, Sailor VHF and Simrad EY sounder. Additional electronic aids are optional.

Tom Stafford, who runs the Malahide yard, feels that his new 40-footer is one answer to the rising cost of new vessels. He believes that the stan-

Delay after long trip

A WORK-TO-RULE by shaggy gang workers at Hull fish dock delayed unloading the catch of Marr's distant water trawler *Westella* last week.

She landed a day late and realised £46,856 for 1,162 lbs caught in a 27-day White Sea/Bear Island trip.

Although *Westella* (Sk. P. Taylor) reached the Humber on Tuesday last week to be docked that night for the Wednesday sale, her owners had to ask Skipper Taylor to stay out for another 24 hours.

Unofficial action was preventing the movement of vessels already in the fish dock. The delay meant the port was without a landing by a trawler that day.

She had to share the market with *BUT*, *Rosslare* (Sk. D. Paterson) which was back from a 24-day Bear Island trip and grossed £50,993 for 1,322 lbs.

There were no trawlers available for the Friday arrivals — for the Friday arrivals had 700 tonnes of fish sent elsewhere from future ports.

Earlier this year, the yard completed the 65 ft. *Girl Gardsdale* for Skerries

Malahide's latest 65-footer is due for delivery in January to Skipper Jerry Moore of Howth.

OBITUARY SKIPPER KEN HAMES

SKIPPER Ken Hames of Fleetwood has died at Mombasa, Kenya, at the age of 66.

He had been working sailing as skipper of the former Grimsby trawler *Saxon Forward*, which has begun working from Kenya under the colours of Indian Ocean Fisheries.

Skipper Hames was born at Hull and came to Fleetwood in 1943. He gained his skipper's ticket in 1948 after he had completed war service with the Royal Navy. He sailed mainly for Boston Deep Sea Fisheries and commanded several of its vessels.

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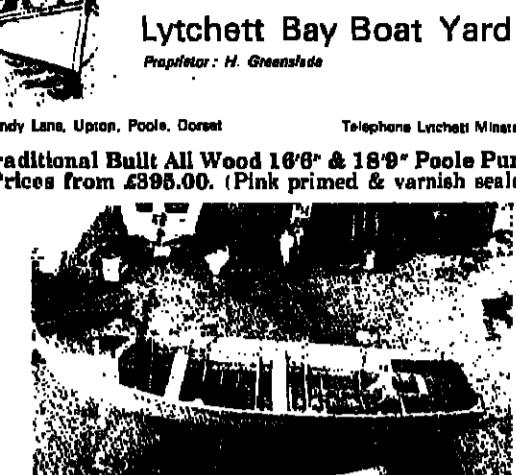
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Lytchett Bay Boat Yard
Proprietor: H. Greenfield
Sandy Lane, Upton, Poole, Dorset
Traditional Built All Wood 16'6" & 18'9" Poole Punts.
Prices from £395.00. (Pine primed & varnish sealed)

Tunnel Suitable for most makes of outboard engines which can be supplied if required.

fishing news talks to SFF vice-president Gilbert Buchan

CFP—going nowhere slow

GILBERT BUCHAN MBE is a retired skipper and the most respected practical herring expert in Europe. At 65 he is now busier than ever. For, being vice-president of the Scottish Fishermen's Federation, he has been commuting between Luxembourg, Brussels, London and Edinburgh to advise government ministers on the all-important talks to secure a workable Common Fisheries Policy. He lives in a traditional fisherman's cottage at Inverallochy, near Fraserburgh, Scotland.

FN How do you view the present state of play in the CFP re-negotiations?

GB

In spite of considerable effort the politicians have not made much progress — before I would have said we were going nowhere fast, now we are going nowhere slow.

I cannot see any possibility

of an agreed deal. The Government have never foreseen that we would accept our 50-mile exclusive control argument, and I think they would prefer to achieve something this fast.

We seem to have this high impossible and country talking possibly, the powers that be seem to be simple this.

I don't kid myself that we continue to rape the sea will leave the EEC over the Politically, Miller's fishing issue, but they realise are fighting hard.

My only purpose this time. Revolutions do not

they will not bring about work, but I know the Government could use a stronger

fisheries commissioner) faced a challenge. Life was hard but they didn't know any other. The community was close and a spirit developed whereby people helped each other. There was Norway from the easy access to the outside world — but there was happiness and satisfaction of a job well done.

Today the problems are greater. Increased material wealth has been deserved and can be attributed to our forebears. This challenge is greater, but if we face it with the same resolve we will emerge an even greater race.

FN Do you see conflict between the deepsea and inshore industry over reciprocal deals, quotas, licences etc?

GB

I do not see any willingness from our partners to accept the required conservation measures. To date, apart from the herring ban, I feel that they have simply been talking the North Sea stocks to death.

We faced a new world in the EEC. At the time of entry there was a great lack of knowledge of what it meant.

Very few fishermen realised the consequences of the agreements. The Scottish inshore fleet instigated the 12-mile limit, but that has proved to be too hasty a move.

Eug. Gundelach (the EEC's

conservative group)

At this time the

fishermen's representatives

are discussing a policy at a

much higher level than ever

before — because of this in-

volvement we see the difficult

of the fight. One or two (if you include Ireland) against the rest.

However, I would argue

that it is because of this heavy

weight of other nations

fighting against our principles that the UK Government should be even more determined and resolute in their fight.

FN Given a favourable allocation of quotas, are you prepared to concede the 50-mile limit fight?

GB

No. As a short-term interim measure we may have to agree to quota management by the EEC.

Having said this we will only

agree to that interim measure if the allocation is in the correct proportion. In other words we supply 65% of the ground and, therefore, it must be logical that we get at least 65% of the quota. Possibly this in itself will not be enough — for example if the TAC of haddock is up 100,000 tons, 60,000 tons will not be sufficient for the UK.

Mackerel could be the only viable stock left. Therefore,

with proper conservation measures, it could be the means of our survival — but with less encroachment.

I am still convinced,

however, that it is only by

coastal control and manage-

ment that any quota system

can work.

FN Do you see conflict between the deepsea and inshore industry over reciprocal deals, quotas, licences etc?

GB

The principals of the

deepsea and inshore

industries are diverse but

somehow, we must try to

resolve our problems.

However, when it comes to

reciprocalisation we demand that this is done on the historic basis i.e. inshore reciprocity for inshore vessels.

If this does not transpire,

we would have to return to an inward thinking stance of exclusive limits meaning total exclusion. I think our present stance of 50-mile exclusive management limit has evolved logically, naturally and with commonsense.

Our men have conceded in

certain policy areas to show

goodwill to Government and

deepsea interests alike, but

they will go no further.

When we talk at

negotiations and discussions

about our industry we are

meaning more than just

fishing boats and profits. We

are talking about communi-

ties and about history.

Naturally the deepsea in-

terests take some of these fac-

tors into consideration but,

when it comes to the crunch,

the balance sheet dictates

their strategy.

It will be easier for the

trawling companies to

allocate licenses to vessels

than it will be for us. They

can make across-the-board

decisions on an inter-

company basis whereas we

represent individual skipper-

owners who have their own

interests to fight for.

In the past my

relationships with the

deepsea trawling companies

have been extremely cordial

and I think they understand

that we will not be pushed

around.

FN How do you see effective management control?

GB

This can only be

achieved by a com-

bination of licensing

and quotas. Having said this how

do you allocate licenses? It's

an impossible task. Attempts

at licensing have failed. Com-

munities become divided as

any such allocation must

favour some at the expense of

others.

Licenses must be issued on a non-discriminatory basis with the power of withdrawal vested in the coastal state.

Some have talked about

compensation. This will not

work. No fisherman will sell

his birthright for a mess of

potage — once sold it cannot

be bought back. The industry

must devise a basic plan for

the future. Without such a

plan the fit will survive and

the rest will disappear. We

must look to the future and

fish on a survival basis.

Conservation will have its

greatest reward — future

generations of fishermen.

Without conservation there

will be no seabed and we will

have lost some of our most

precious assets both in food

production and community

life.

We must learn from the

past. After the First World

War one-third of the popula-

tion left the village because of

poverty. Those that remained

lived in a 50-mile exclu-

sive zone.

In the December issue

FN looks at the trend

towards steel construction in

the deepsea trawler industry.

Latest vessel

is the

Irish changes

NEWS from the Irish

boatbuilding industry is

included in a special two-

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Part one, which appears

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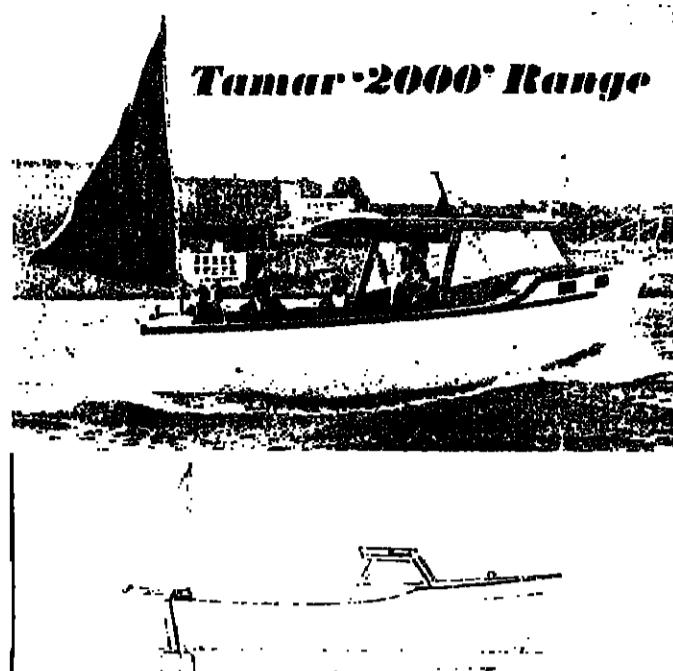
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Catching sharks in Britain

"I USED TO be successful setting lines for school sharks off the coast of New South Wales.

"Please let me know what kinds of shark frequent British waters; which (if any) are caught by commercial fishermen and how; and where shark flesh, livers and other products are marketed."

"Smallest sharks around Britain are smooth hound; nurse hound or large or greater spotted dogfish or bull huss; rough hound or small or lesser spotted dog or huss; and the spur dogfish or piked dog because it has a sharp spur or pike in front of each dorsal fin.

"Smooth hound sharks up to 6 ft. long are found all around the coast; nurse hounds up to 6 ft. long are found all around the coast; nurse hounds up to 5 ft. long over rock bottom in fairly deep water; rough hounds up to 3 1/2 ft. long over sand bottom in shallow water; and spur dogs anywhere in the Channel, North Sea, Irish Sea and around the Irish coast.

All four species of dogfish are caught in commercial quantities with long, or set, lines.

They are also caught — unintentionally — in trammels and other set nets when they are robbing them of fish.

A stock of spur dogs which inhabits an area from the west coast of Scotland to the Norwegian coast is exploited by Grimsby trawlers as well as Norwegian longliners.

Many dogfish caught by longliners and trawlers are landed in Grimsby where there is a ready market.

Most fishing ports also deal in another shark species which grows up to 8 ft. long and is caught on lines or in trawls, known as a monk or angel fish.

"What are the official requirements and where can we get approved pumps?"

The Fishing Vessel (Safety Provisions) Rules 1975 require vessels between 15 and 20 metres registered length to carry not less than two bilge pumps with a total capacity of not less than 275 litres per minute.

At least one pump has to be a power pump with a minimum capacity of 140 litres per minute.

If two power pumps are fitted, each must be independently driven.

You may also fit a bilge ejector in combination with a power-driven pump as a substitute for one power-driven bilge pump.

A general service pump of sufficient capacity may be used as an independent bilge pump.

Where more than one pump is installed, one of the bilge pumps must be self-priming.

Hand-operated bilge pumps must be either rotary, semi-rotary or lever-operated and shall be operable from the deck. They must be arranged so that the bucket and tail valve can be withdrawn for examination and overhaul at all times.

Beyond this, you will need to fit one self-priming power pump of an approved type. It could, probably, be driven from the same take-off as the pump which it replaces.

If, for example, capacity of your hand-operated pump is 50 litres a minute, its capacity would have to be 225 litres.

ANY QUESTIONS?

"IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply."

John Burgess
W. S. BARCHARD & SON LTD
WEST DOCK STREET, HULL
Tel: Hull 081 5444455 Ext. 21000
Telex 820000



worth pursuing for profit in British waters.

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November 25, 1977

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FISHING NEWS

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Scad—an alternative mackerel resource



TRAWLERS searching for another quarry after being hit by the new mackerel fishing quotas could try the scad or horse mackerel. The home-water stock of this species is formed of dense overwintering schools similar to mackerel.

They are fitted with easily accessible, large-capacity bearing lubricators and are consequently simple to main-

tain.

From 1932 to 1964 pumps made by the company were known as GGG pumps. Then a new range followed, based on the GGG pumps but incorporating a mechanical seal instead of gland packing.

Known as the Gilmec range, it comprised six basic sizes with capacities of up to 240 gallons a minute, at heads of up to 100 ft.

Gilmec 'M' series pumps, introduced in 1972, incorporate the well-tried mechanical running gear of Gilmec pumps and have a number of common hydraulic components.

Advantages are that they

a minute to bring total capacity up to 275.

You can get such pumps

from Gilbert Gilkes and Gordon Ltd., Kendal, Cumbria. I

have had one of the com-

pany's Gilmec 'M'

series pumps in my boat for five years and could not wish for a more efficient and dependable disposer of bilgewater.

Gilmec 'M' series pumps

are descendants of a long

line of GGG and Gilkes

pumps.

Advantages are that they

are fully self-priming, can't

air-lock, require no foot valve

and will handle air and water

simultaneously. Flow is

steady and non-pulsating

and high heads can be ob-

tained with them at relatively

low shaft speeds.

Their internal components

resist corrosion as they are

made of specially-selected

bronze and stainless steel.

They will not wear out as

the pumps operate without

metallic contact.

They are fitted with easily

accessible, large-capacity

bearing lubricators and are

consequently simple to main-

tain.

Report on horse mackerel ('Trach-

urus trachurus') has just been released

by the MAFF's Fisheries Laboratory at Lowestoft.

At first glance the prospects for an

extensive fishery seem limited as the

market is for fish meal.

Our best catch has only topped 1,000

tons in one year. But the

water is caught when

between 25 to 35 cm. in total

length. They do grow up to 46

cm.

Their backs are blue-grey

with greenish tints, the

flanks are silvery and the belly

white.

Shoals are found along the

edge of the continental shelf

and in localised coastal

waters such as off Start Point

and Beachy Head. Spawning

starts in the spring and the

shoals then begin to disperse.

The report carried maps of

spawning distribution and

shoal concentrations.

After one year's growth the

fish are about 10 cm long and

are recognisable as horse

mackerel; in the second year

they reach 20 cm. and their

diet changes from

zooplankton to include a

greater proportion of other

smaller fish. The majority

spawn for the first time when

they are three or four years

old.

The report details the fish's

annual fat cycle, also when

they start to put on weight

rapidly rather than length.

